3132 (~~1935-1937~~) (1937)

~~Coast Work 1937~~

Form 504
Rev. April 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic / *Hydrographic* } *Sheet No.* .....

State .....

LOCALITY
CRESCENT LAKE

DUNNS CREEK TO CRESCENT CITY

*193*7

CHIEF OF PARTY

U. S. GOVERNMENT PRINTING OFFICE

SUPPLEMENTAL DESCRIPTIVE REPORT

Hydrographic Sheet No. 6132 (1937)

Project HT-212 - St. Johns River and its navigable tributaries.

INSTRUCTIONS

The additional work accomplished in January 1937 was done in accordance with instructions dated November 9, 1936. Previous instructions November 17 and December 5, 1933.

LIMITS

Northern part of Crescent Lake.

SURVEY METHODS

Standard Coast Survey methods of hand lead soundings and sextant fixes were used. Owing to the very soft mud bottom over a large portion of the lake some experimental work was done to check our soundings. An eight pound lead dropped from a stationary boat in 2 fathoms of water sank 3½ feet in the mud. An 8 inch metal disc was attached to one lead and tried. The soundings were good, but great difficulty was experienced in heaving in the lead. See page 27, volume 7 of the sounding records for comparisons with this lead and an ordinary one. We found that if our sounding speed was reduced a little, the leadsman had time to pull the lead clear of the mud and gently lower it to the surface as the lead line came vertical. A lighter lead (6 lbs.) with the bottom flattened out a little seemed to help. By taking some careful vertical casts, where the bottom was smooth and then sounding over this area while underway, we found that our soundings were satisfactory.

83 Ellis Chatwin

DANGERS

A 4½ foot sounding was found 60 meters north of Dunns Creek Bar Light No. 2. This light should be passed at a distance of 100 meters to eastward instead of 60 as given in "Coast Pilot".

See Index to Vols. No. 7, 8 for additional Coast Pilot information. BR

DISCREPANCIES

Our instructions called for rerunning two lines that had been rejected on account of poor crossings (See paragraph 13 (d) 9 and 10 of the instructions). When we reran these lines our soundings were nearly all shoaler than the previous ones even the ones rejected because they were shoaler than the others. We then re-ran all the cross-lines where the bottom was soft with much the same results. These lines are shown in red on the boat sheet. We have shown on the boat sheet the approximate limits of the soft bottom with a broken blue line.

It is believed that most of this discrepancy in the soundings is due to the leadsman on the previous survey allowing the lead to sink into the mud.

COMPARISON WITH PREVIOUS SURVEYS

Lake Crescent was surveyed by the U. S. Army Engineers February to April 1912. (B.P. 14,978) This survey and report is on file at the U. S. Engineer Office, Jacksonville, Florida under the date of July 10, 1912.

copy attached hereto (in back)

We checked in on one of their bench marks and found that their M.L.W. checked our mean lake level of 1935 within .04 feet. The soundings of 1937 check the 1912 survey very well. The 1935 soundings are one to two feet too deep in many places where the bottom is soft.

RECOMMENDATIONS FOR REDUCING SOUNDINGS

It is recommended that the soundings on lines that clearly appear too deep be reduced to fit the cross lines of shoaler depth and also to check with the previous survey.

§3 This recommendation followed in the office

The boat sheet and records are submitted at this time so that if more work is found desirable it may be done before we leave Florida, which will be about May first, 1937.

L. D. Graham

L. D. Graham
H. & G. Engineer
Chief of Party

STATISTICS

Date	Day Letter (blue)	Statute miles	Soundings	Positions
Jan. 23	A	9.5	272	56
26	B	23.0	717	152
27	C	24.5	686	140
28	D	9.6	279	49
Feb. 3	E	2.0	79	26
		68.6	2033	423

The boat sheet and accompanying records have been inspected and are approved.

L. D. Graham
H. & G. Engineer
Chief of Party

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. H6132 (~~Addl.~~ ~~WK~~ 1937)

The following statistics will be submitted with the cartographer's report on the sheet:

Positions protracted by G.R. (office)	423	Time 8 days.
Soundings penciled - G.R. (")	2033	
Number of positions on sheet	423	
Number of positions checked	none	
Number of positions revised	none	
Number of soundings recorded	2033	
Number of soundings revised	none	
Number of signals erroneously plotted or transferred	none	

Date:

Verification by G. Risegari Time: 10 days - 4 hrs. 74 hrs.
& Adjustment of 1935 work to harmonize with the 1937 work

Review by Ed. Moran Time: 132 hours

HYDROGRAPHIC SURVEY NO. H-6132 (Addl Work 1937)

Smooth Sheet Original Sheet

Boat Sheet " "

Sounding Records 2 Vols.

Descriptive Report Yes

Title Sheet No

List of Signals ---

Landmarks for Charts (Form 567) yes

Statistics yes

Approved by Chief of Party yes

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service (Circular Nov. 30, 1933) none

Remarks HYDROGRAPHY
Total Days 5
Last Date Feb 3 1937

1. The records are neat and legible. and Important hydrographic information relative to the various docks and a note referring to O Dck were omitted on the index pages.

2. Topographic sheets (Field AAA + BBB noted in 1935 Rep) or and photo compilation sheets have not been received in the Office. In this connection signals Dck, Dop + Lem (vic. of Pomona Landing) should be checked against the topographic sheets. These signals are shown in pencil on the smooth sheet and were transferred from the boat sheet. The only recorded checks on the plotting are the two single cuts from pos. 119 B + 120 B (blue) which run through the plotted positions of Dop + Lem.

O Dck is apparently a location on the dock but is not definitely described, or located only by the reference to the signal on p. 36, vol. 8.

3. The crossings of the 1935 survey's soundings with those of the 1937 are good. However, this is the result, in most cases, of changing the depths of the

of the 1935 work, which were found to be too deep, to agree with those of the more accurate 1937 survey. (See "Remarks" in this report describing ~~more exactly~~ the adjustment of the work on the 1935 and 1937 surveys).

4. The 12 foot curve can be completely drawn.

Only a few small portions of the 6 foot curve on the west shore ~~between Lats. 29°-29' + 29°-30'~~ is incomplete.

5. No contemporary adjacent surveys have been received in the office.

6. The protracting and plotting was done in the office and is satisfactory.

7. Remarks:-

All the soundings shown in red represent the 1937 survey and the black, the 1935 survey. In order to harmonize the too-deep 1935 soundings (see 1937 D.R.) with the more accurate soundings of the 1937 survey, numerous changes as much as 2 feet and a few at 3 feet were made. The soundings on the 1935 work that have been changed or are not plotted have been referred to

Notes *1 and *2 on the Index pages of the 1935 sounding volumes.

Respectfully submitted,
S. Risegari.

Apr. 5, 1937.

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

H 6132 (1937)

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~H-6132 (1935-1937)~~
~~No. H-6132 (Addl. Wk. 1937)~~
~~No. I~~

received Feb. 8, 1937
registered Feb. 20, 1937
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
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✓ 25			
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✓ 83	Elles Shalowitz	ESS 1/25	page 1, also 2.
88			
90			

RETURN TO

82	C. K. Green

✓

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6132 (1935-37) FIELD NO. 36

Crescent Lake, Dunns Creek to Crescent City, Florida
Surveyed in July - August 1935, Scale 1:10,000
January - February 1937
Instructions dated November 17 and December 5, 1935 (MIKAWE)
November 9, 1936.

Hand Lead Soundings. 3 Point fixes on shore signals.

Chief of Party - H. A. Paton and L. D. Graham.
Surveyed by - T. M. Williams and G. W. Lovesee.
Protracted by - H. A. Paton and G. Risegari (office)
Soundings plotted by - H. A. Paton and G. Risegari (office).
Verified and inked by - C. F. McKenney, W. R. Jackson and G. Risegari.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except that numerous topographic signals falling twenty to forty meters outside the high water line do not show the features on which they are located. These are of a temporary nature and of no importance in charting.

The Descriptive Report is clear and satisfactorily covers all items of importance.

2. Compliance with Instructions for the Project.

The plan and character of the development satisfy the instructions for the project.

3. Shoreline and Signals.

The shoreline is from Topographic Maps T-5197 (1935), T-5198 (1935) and T-5199 (1935).

The topography below lat. 29° 29' (T-5199) on the west side of Crescent Lake has not yet been received in the office.

The topographic signals originate with Control sheets Field Nos. AAA and BBB which have not been received to date.

Hydrographic signals FUN, Cov, and REC were located by three point fixes. (See index of Volumes 7 and 8). Hydrographic signals DOP, LEM, and DEK of 1937 were marked in the records "OK on BS" (See index of volumes 7 and 8), and were transferred to the smooth sheet in the office.

4. Sounding Line Crossings.

The sounding line crossings are in good agreement. (See page 2, par. 3 of 1937 Descriptive Report).

5. Depth Curves.

The usual depth curves may be satisfactorily drawn.

6. Junctions with Contemporary Surveys.

a. The junction with H-6263 (1937) on the south is satisfactory.

b. The work on H-6194 (1935-37) Reconnaissance survey overlaps this survey at Dunns Creek to Crescent Lake Beacon No. 1. The soundings in depths of 4 to 12feet are 1 to 1-1/2 feet deeper on the Reconnaissance survey than on H-6132 (most of which is 1937 work with the flattened 6 lb. lead at this point). A reduction of 1/2 foot for tide on the Reconnaissance survey (this reducer not applied to 1935 soundings on smooth sheet) would still leave a discrepancy of generally one foot in depth between the two surveys. For charting purposes in the common area, the soundings on H-6132 (1935-37) should supersede those on H-6194 (1935-37).

7. Comparison with Prior Surveys.

There are no previous surveys by this Bureau in the area covered by the present survey.

8. Comparison with Chart 508 (New Print dated Nov. 12, 1936).

a. Hydrography.

The area covered by the present survey is not charted at the present time; however, the latest survey was made by the U. S. Engineers in 1912 (blueprint 14,978). Because of the larger scale and close development of the present survey H-6132 (1935-37) should supersede the U. S. Engineers' survey (blueprint 14,978) within the common area for charting purposes.

b. Aids to Navigation.

Fixed aids to navigation; Beacons 1, 2, 4, 6 and 3 are maintained by the Lighthouse Service and satisfactorily mark the features intended.

9. Field and Office Plotting.

The field plotting was excellent. The recommendation by the field party in regard to the plotting of the 1937 work in the

office was carried out and a satisfactory result obtained. (See page 2 of the Descriptive Report on the 1937 work).

10. Additional Field Work Recommended.

This survey is complete and no additional work is required.

11. Superseded Old Surveys.

There are no previous surveys by this Bureau within the area covered by this survey.

12. Reviewed by - R. J. Christman, Nov. 29, 1936 and Leo S. Straw, June 29, 1938.

Inspected by - A. L. Shalowitz and Harold W. Murray.

Examined and approved:

Thos B Reed
T. B. Reed,
Chief, Section of Field Records.

K. T. Adams
Chief, Division of Charts.

Fred. L. Peacock
Chief, Section of Field Work.

G Rude
Chief, Division of H. & T.

6132 (1935)

~~(And Add'l Work, 1937)~~

(See Supplemental D.R. in back for 1937 Work)

6132 (1935)
~~(And Add'l Work, 1937)~~
(See Supplemental D.R. in back for 1937 Work)

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic / *Hydrographic* } *Sheet No.* 36

State FLORIDA

LOCALITY

CRESCENT LAKE

DUNNS CREEK TO CRESCENT CITY

1935

CHIEF OF PARTY

Hubert A. Paton

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 36

REGISTER NO. H6132 (1935)

State Florida

General locality Crescent Lake

Locality Dunns Creek to Crescent City

Scale 1:10,000 Date of survey July 19- Aug. 5, 1935
Jan. 23 - Feb. 3 1937

Vessel Party No. 26

Chief of Party Hubert A. Paton (1935)
L. D. Graham (1937)

Surveyed by T. M. Williams

Protracted by H. A. P. (1935)
G. Risegari (1937)

Soundings penciled by H. A. P.
G. Risegari (1937)

Soundings in ~~fathoms~~ feet

Plane of reference One-half foot below mean lake level

Subdivision of wire dragged areas by

Inked by C. F. McKenny (1935)
G. Risegari (1937)

Verified by W. R. Jackson (1935)
G. Risegari (1937)

Instructions dated Nov. 17, and Dec. 5, 1933, 19

Remarks:

U. S. GOVERNMENT PRINTING OFFICE: 1931

Applied to Chart Comp. 686. Jan 9, 10, 1940. L.A. McG.

DESCRIPTIVE REPORT

to accompany

SHEET NO. 36

CRESCENT LAKE, FLORIDA

CUNNS CREEK to CRESCENT CITY

PARTY NO. 26 - PROJECT NO. HT 168

October 21, 1936

INSTRUCTIONS:

The work on this sheet was done in accordance with instructions dated November 17 and December 5, 1933.

LIMITS:

The area covered by this sheet consists of the northern part of Lake Crescent, extending down to Crescent City and Bear Island.

JUNCTIONS:

On the north, this sheet joins Sheet No. 35 at the outlet into Dunns Creek. The agreement there was satisfactory as far as it went, but the work on this sheet was not completed.

DATUM:

North American, 1927, Datum was used. All stations were located by Lieut. K. G. Crosby in 1935 and were plotted from his unadjusted field computations. His scheme in this area was part of a closed circuit that had practically no closing error, so it is believed there will be no adjustment necessary when the finial computations are made for his work.

SIGNALS:

All signals were located by plane table methods, using aluminum mounted sheets. See Sheets AAA and BBB.

SHORELINE:

The shoreline is to be transferred from photo-topographic sheets T5197, T5198 and T5199 when they are compiled. A few short portions of shoreline were transferred from the G. C. Sheets. The solid black line indicates the high water line and the broken line shows the outer limit of the trees. At the mouth of Salt Branch Canal, a sand point has built up and the outer limits of this shoal is indicated by a dotted line. This is not the low water line however, but merely shows where the shoal sand area of about one foot depth changes to a greater depth of about three to five feet. The shoreline in pencil on the Boat Sheet was sketched in roughly and should not be considered as an accurate shoreline.

1 For a description of the general character of the shoreline, see the descriptive reports accompanying the G. C. Sheets.

SURVEY METHODS:

Standard practices recommended in the Hydrographic Manual were employed. All positions were located with a three point fix. All soundings were taken with a hand lead line using an eight pound lead, from a shallow draft launch underway at a speed of 3 to 4 knots.

Considerable difficulty was experienced in getting correct soundings due to the soft character of the bottom in the deeper portions of the lake. Nearer the shore the bottom changed to hard sand and good crossing could be obtained here without trouble. Some of the leadsmen appeared to be unable to feel the top of the muddy soup in the central portion of the lake, and consequently would read a depth of two or more feet greater than other leadsmen. One leadsman had to be relieved from duty onthis account. Other men used in his place "over-controlled" in attempting to secure the least depth and their lines are about one-half foot too shoal. Several lines were re-run, usinga different leadsman and the one with the least depth was generally accepted as being the correct depth. One line was not plotted, because the depth appears to be about one foot too shoal.

Field work was discontinued before the sheet was completed, and several lines were not resurveyed where intended. The lines were run parallel to the general trend of the lake, at 200 meter intervals. Cross lines were run one-half mile apart.

It will be found that all soundings shown on the sheet as 12 feet outside of the two fathom curve are in reality 12½ feet. The curve was drawn in this manner to better show the true character of the bottom. All of the 12 foot soundings behind this curve are mostly just 12 feet, but there are a few 12½ soundings that were not circled. This refinment was not necessary for the one fathom curve. It is recommended that all depth of 12½ feet be plotted as such by the reviewer so that the two fathom curve may be inked in more accurately. *This recommendation was followed in plotting the sheet. R.J.S*

CHANNELS:

There are no specials channels in the lake as the bottom is very regular. At the north end, there is a broad channel leading into Dunns Creek, marked by two lighted beacons, which has a least depth of seven feet. From there the depth gradually becomes greater until a depth of about 14 feet is obtained. The two fathom curve extends down the west side of the lake to a point midway between Crescent City and Bear Island, and toward the east side of the lake for a great portion of the area. Depths of about seven feet can be carried up to the wharfs at Crescent City.

A channel about 150 meters wide follows around the east and south sides of Bear Island. It is seven feet deep or more but is not marked.

At Shell Bluff, on the eastern side of the lake, there is a small mole in poor condition, with a narrow channel along its southeast side, where barges are loaded with railroad ties, preparatory to being towed to Palatka and Jacksonville. Work was discontinued on the sheet before this channel could be developed. It is believed there is a depth of at least 6 feet leading up to this landing. The approach should be made from the west or northwest to avoid the submerged remains of old docks to the south and southwest.

All other docks and landings are in poor condition and are used only by fishermen with small skiffs.

The enclosed small boat harbor at Creseent City is privately owned and is kept in good condition. It affords protection for small boats from the squalls that occasionly sweep the lake. A depth of four feet will be found inside of its entrance.

CURRENTS:

There are no tidal currents in this lake and the discharge current into Dunns Creek is masked by currents set up by the wind. During the progress of the work, eight current observations were made in various parts of the lake and the rate varied from .05 to .28 knots.

DANGERS:

Sudden squalls set up a chop that is dangerous to very small boats. There are numerous pilings and snags in the lake, generally close to shore. There are no shoals through out the central portion of the lake. A small shoal makes out near Beacon No. 6 but is adequately marked by this aid to navigation.

COMPARISON WITH PREVIOUS SURVEYS:

As far as known this is the original survey of Lake Crescent, and there are no charts of it published by this bureau.

DISCREPANCIES:

A large number of discrepancies were revealed by the cross lines and several lines were rejected. Most of these lines were re-run but the work was ended before they are all completed. As mentioned under SURVEY METHODS, it is difficult in water areas with a very soft bottom, to obtain satisfactory crossings. All positions on the rejected lines have been plotted, but only the accepted soundings have been shown. A study of the rejected soundings canbe made very easily. The soundings between Position 161 D to 173 D and Positions 117 A and 128 A were believed to be in error and were omitted. These two lines were not re-run before the work had to be discontinued.

MISCELLANEOUS:

See descriptive reports of the G. C. Sheets for a discussion of the Geographic Names. Lists of Aids to Navigation and Landmarks, and Coast Pilot Notes have been submitted previously.

The water hyacinth found so commonly in the St. Johns River

was notable by its absence in this lake during the period this survey was in progress. There was practically none in the entire lake but in Dead Lake near the southeast corner of Crescent Lake there was found considerable hyacinth at times.

STATISTICS:

Miles of sounding lines, statute	213.2
Total number of positions	1651
Total number of soundings	11298
Area, in square statute miles	14

RECOMMENDATIONS FOR FURTHER SURVEYS:

Since the field work was discontinued before this sheet was completed it is recommended that it be finished. It was the intention of this party to investigate all doubtful soundings, rerun the lines mentioned under DISCREPANCIES, develope the channel leading into Dunns Creek, develope the area leading toward Pomona Landing and Shell Bluff landing, and run a large number of splits to better define the depth curves.

This sheet covers about two-thirds of Crescent Lake and very little time and expense would be needed to complete it. The triangulation control has been established and the air photos have been taken for the entire lake and also Dead Lake. Since there is considerable traffic in the upper protion of the lake, it is recommended that the survey be extended over the remaining portion and into Dead Lake.

Respectfully submitted,

Hubert A. Paton

Hubert A. Paton,
Lieut. C. & G. S.

Approval Sheet

This sheet and records have been examined and are approved. See recommendations for further surveys in the descriptive report.

Hubert A. Paton

Hubert A. Paton,
Chief of Party.

HYDROGRAPHIC SURVEY NO. H6132 (1935)

Smooth Sheet yes

Boat Sheet yes

Sounding Records 6 Vols.

Descriptive Report yes

Title Sheet yes

List of Signals Vol 6

Landmarks for Charts (Form 567) yes

Statistics yes

Approved by Chief of Party yes

Recoverable Station Cards (Form 524) none

Special Chart for Lighthouse Service (Circular Nov. 30, 1933) no

Remarks

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. H6132 (1935)

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	1651
Number of positions checked	3
Number of positions revised	0
Number of soundings recorded	11,298
Number of soundings revised	31
Number of signals erroneously plotted or transferred	.....

Date: 11/17/36
Inked by C.F. McKenny — Time: 29 hrs.
Verification by W. R. Jackson — Time: 34 "
Review by R. J. Christman — Time: 8 hours

Report On H-6132 (1935)

1. The records are satisfactory. ✓
2. Topographic sheets or photocompilation have not been received in office.
3. Sounding line crossings agree fairly well except in the center of the lake where the bottom is ✓ evidently very soft and indeterminate.

It is recommended that the 13 ft. soundings that fall outside the 12 ft. curve be rejected. These are marked on the sheet.

(a) Lat. 29 – 28.4 Long. 81 – 29.8

(b) Lat. 29 – 28.0 Long. 81 – 29.7

(c) Lat. 29 – 28.0 Long. 81 – 31.1

(d) Lat. 29 – 26.9 Long. 81 – 29.6

The 13ft soundings that conflicted with shoaler soundings in the vicinity were omitted, other 13ft. soundings were encircled with the 12 ft. curve

RJH

4. The 6 and 12 ft. depth curves were completely drawn. The 12 ft. curve was drawn to include the majority ✓ of the 12½ ft. soundings on recommendation of C.K. Green and C.P. Ellis.
5. Aids to navigation are fixed beacons. ✓
6. No contig. adjacent surveys have been received in office. ✓
7. The field plotting was very good.
8. The topographic features have not been checked and the names have not been verified.

Respectfully submitted,

William R. Jackson

11/17/36

	Remarks	Decisions
1		
2	Decisions on names	
3	not approved held	
4	for Air photo compilation	
5	sheets.	
6		Dock in ruins
7		
8		
9		
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12		
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14		USGB decision
15		see D.R. Topo AAA pg. 3 (Shell Bluff)
16		
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M 234

GEOGRAPHIC NAMES

Survey No. H6132 (1935)

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	Topo AMS / Topo BBD / USED Survey 1912 / On local Maps E	Photostat attached D.R. F	P. O. Guide or Map G	Rand McNally Atlas H	U. S. Light List K	
Dunns Creek	508		✓		✓					1
Sykes Landing				D.R. pg. 3						2
Shell Hill Pt.				D.R. pg. 3						3
Pomona Landing			✓	D.R. pg. 3	✓					4
Salt Branch Canal				D.R. pg. 3						5
Hurricane Dock				D.R. pg. 3	Palmers wht					6
Furgerson Pt.				D.R. pg. 3	Hurricane Pt.					7
Shell Bluff				D.R. pg. 3	✓					8
Weidernoch Pt.				D.R. pg. 3	✓					9
White Oak Branch				D.R. pg. 3						10
Bear Island				D.R. pg. 2	✓					11
Buzzard Roost				D.R. pg. 3						12
Crescent City			✓ Base Map	D.R. pg. 2	✓	✓	✓			13
Crescent Lake			✓		✓	✓	✓			14
~~Andalusia~~			✓ Base Map							15
Moccasin Landing				D.R. pg. 3						16
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Names underlined in red approved by GAE on 4/7/37

M 234

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT } No. H6132 (1935)

received Oct. 23, 1936
registered Oct. 28, 1936
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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22		JRP	Page 4 - D.R.
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RETURN TO

82	C. K. Green

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

October 29, 1936.

Division of Hydrography and Topography:

Division of Charts: Att: Mr. E. P. Ellis

Tide Reducers are approved in
6 volumes of sounding records for

HYDROGRAPHIC SHEET 6132

Locality Crescent Lake - Dunns Cr. to Crescent City, Fla.

Chief of Party: H. A. Paton in 1935
Plane of reference is low water datum*
2.0 ft. on tide staff at Shell Bluff
5.0 ft. below B.M.1

* Since there is practically no periodic tide in Crescent Lake, low water datum is taken as a plane one-half foot below mean lake level.

Condition of records satisfactory except as noted below:

P. Schureman

Acting Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

80 KTA
POST-OFFICE ADDRESS: % Postmaster, Crescent City, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

Lt. Graham

1937 FEB - 11 AM 8:59

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

February 8, 1937

To: The Director
U. S. Coast and Geodetic Survey
Washington, D. C.

FEB 11 1937

From: Commanding Officer
U.S.C.& G.S. Launch MIKAWE

Subject: Transmittal of U. S. Engineers survey of Lake Crescent

I have transmitted herewith, to accompany my report on hydrographic sheet No. 6132, 1 copy of U. S. Engineers survey of Lake Crescent, which was executed in 1912.

L. D. Graham
Lt.Comdr.U.S.C.& G.S.
Commanding

Chart letter (?)

KTH
3

80-DRM

February 11, 1937.

To: Lieutenant Commander L. D. Graham,
U. S. Coast and Geodetic Survey,
Launch MIKANE,
c/o Postmaster,
Crescent City, Florida.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: U. S. Engineers' survey of Lake Crescent and Dunns Creek, Florida.

Receipt is acknowledged, with thanks, of your letter dated February 8, 1937, transmitting a print of U. S. Engineers' survey, made in 1912, of Lake Crescent and Dunns Creek, Florida.

(Signed) PAUL C. WHITNEY

Acting Director.

pac

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

February 26, 1937.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. E. P. Ellis

Tide Reducers are approved in
.2 volumes of sounding records for

HYDROGRAPHIC SHEET 6132 (Addt'l wk. 1937)

Locality Dunns Creek to Crescent City, St. Johns River, Fla.

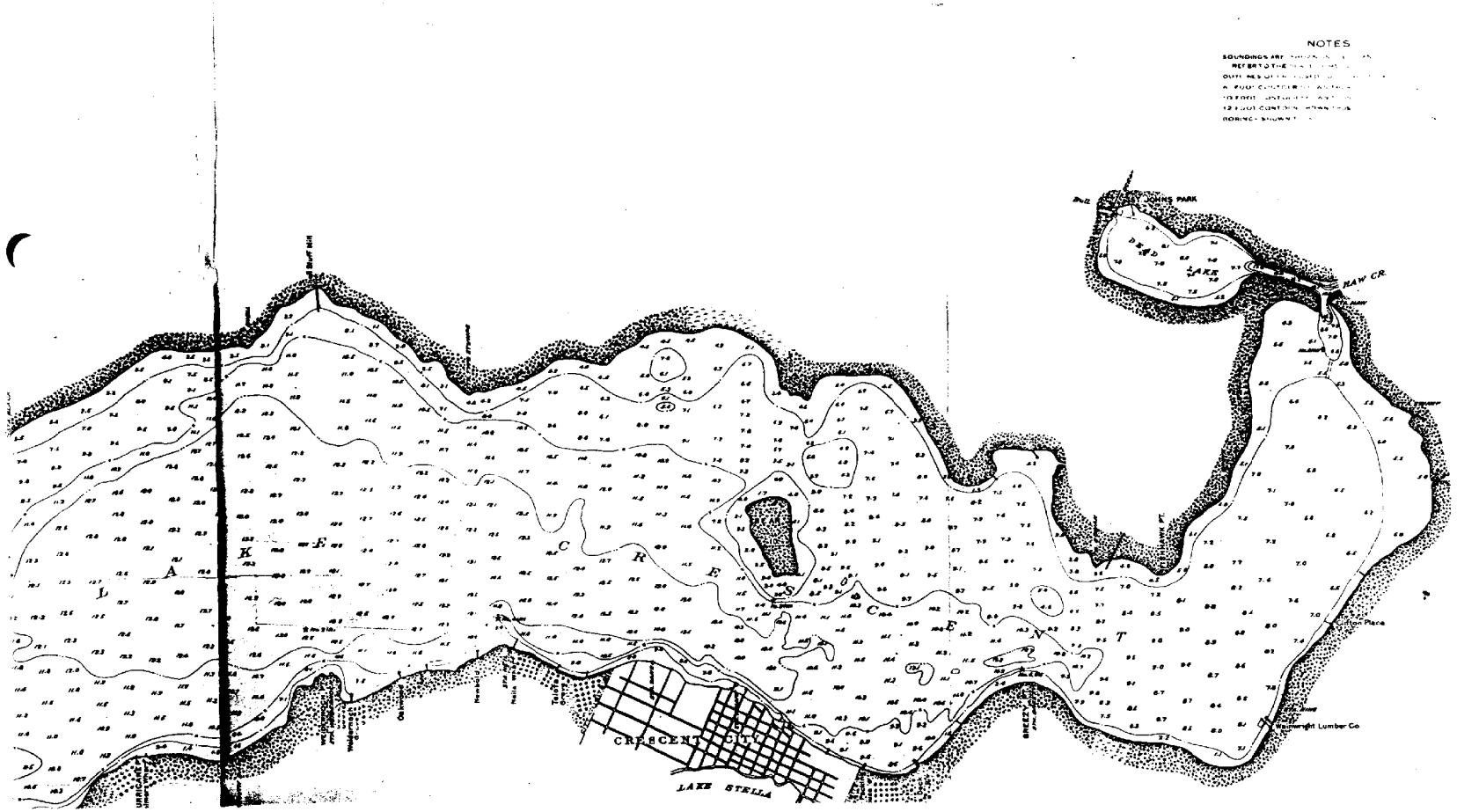
Chief of Party: L. D. Graham in 1937
Plane of reference is low water datum*
1.7 ft. on tide staff at Shell Bluff
5.1 ft. below B.M. 3

*Since there is practically no periodic tide in Crescent Lake low water datum is taken as a plane one-half foot below mean lake level.

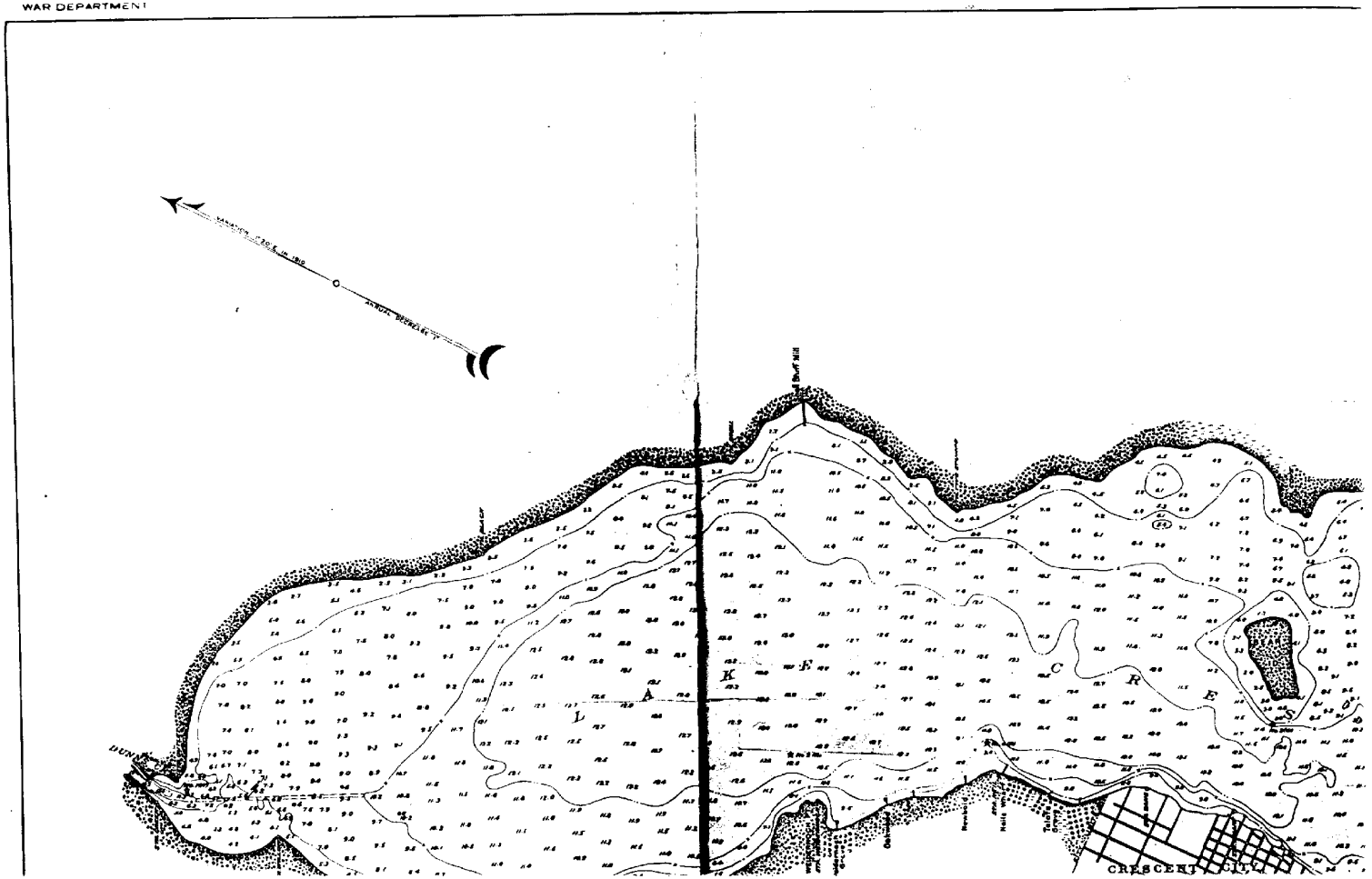
Condition of records satisfactory except as noted below:

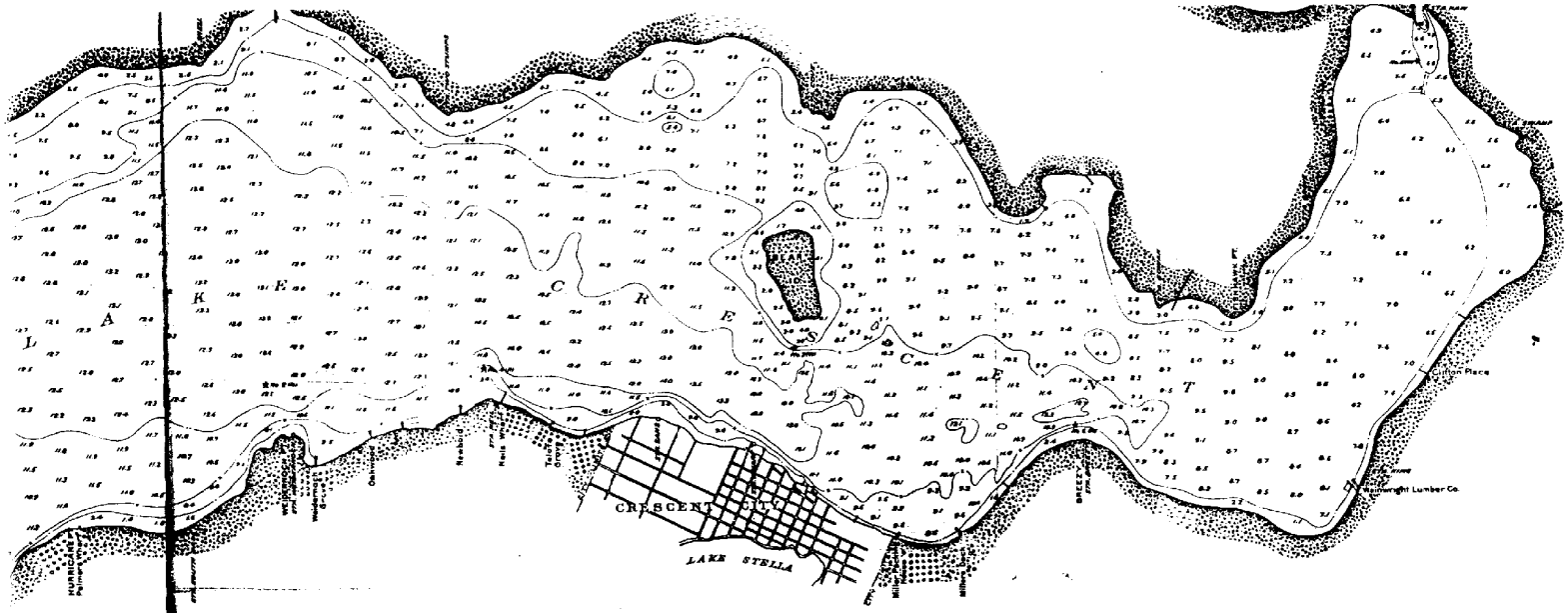
Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE


NOTES
CRESCENT CITY
LAKE STELLA
LAKE
HAW CR.
Lumberwright Lumber Co.

WAR DEPARTMENT





LAKE CRESCENT AND DUNNS CREEK FLORIDA

SURVEYED FEBRUARY TO APRIL 1912

UNDER THE DIRECTION OF

CAPTAIN J. R. SLATTERY

CORPS OF ENGINEERS, U. S. ARMY

BY

JAMES [illegible], INSPECTOR

SHEET NO. 1

1000 0 1000 2000 3000

Also Bp 14553

Bp. 14 [illegible] E, [illegible] 5, 2/13/31

El. above Mean Lake Level - HAP. 1935

46.85

BENCH MARKS

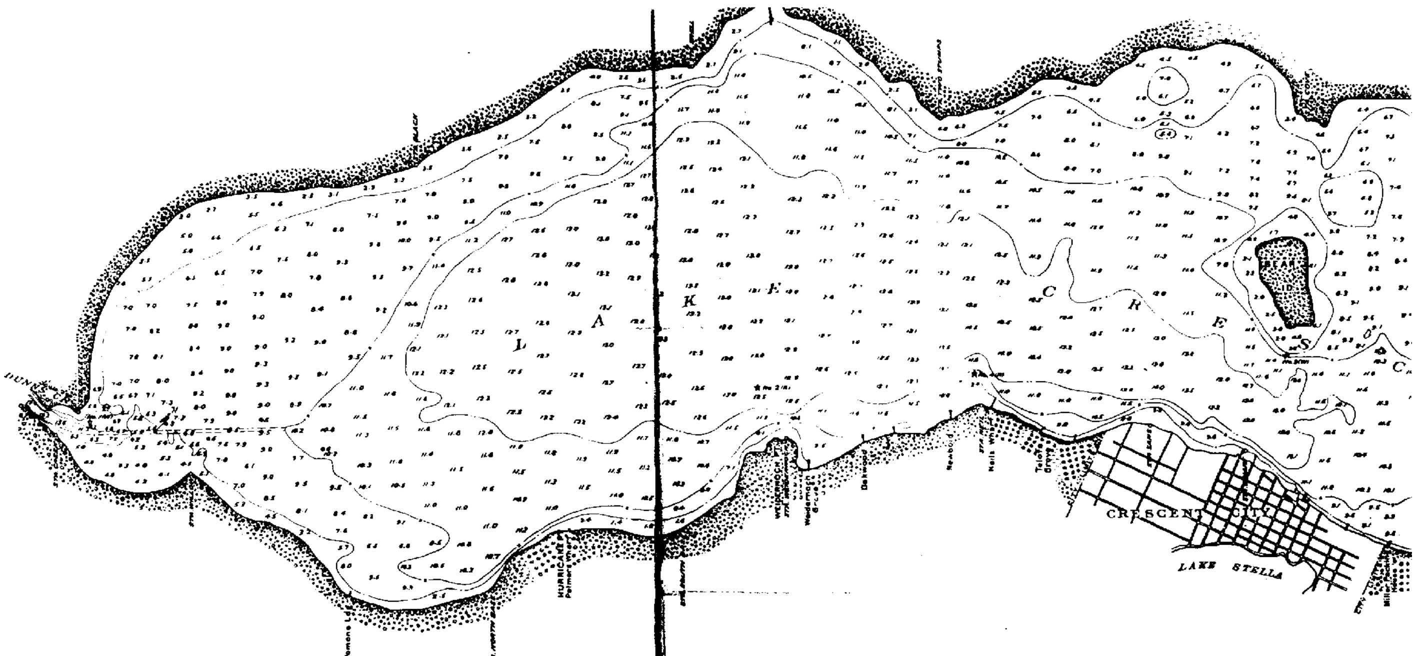
No.	Description of Bench Marks	Elevation M.L.P.
1	Top of S.E. corner of marble base of column at S.W. corner of Bank of Crescent City, corner of Central Ave. and Prospect St., Crescent City, Fla	46.885
2	Two 10d. copper wire nails driven in top of 6"x6" cap near walkway at S.W. Corner of Bourn & Miller fire wharf, Crescent City, Fla	4927

EXAMINATION MADE
MAY 23, 1931
U.S. ENGINEER OFFICE MAYPORT, FLA.
JULY 6, 1931
SUBMITTED

ASST. SUPERINTENDENT

U. S. ENGINEER OFFICE
JACKSONVILLE FLA. JULY 10 1912
TO ACCOMPANY REPORT OF THIS DATE TO THE CHIEF OF ENGINEERS U. S. ARMY

CAPTAIN CORPS OF ENGINEERS, U. S. ARMY



also Bp 14553

2/13/37.

TABLE OF BORINGS

No.	Water	Mud	Sand	Clay	Shell
1	0.0 - 7.9		7.9 - 11.7+		
2	0.0 - 5.6	5.6 - 12.1	12.1 - 13.9	13.9 - [illegible]	
3	0.0 - 6.9	6.9 - 11.7		11.7 - [illegible]	
4	0.0 - 7.3	7.3 - 12.6		12.6 - 12.7+	
5	0.0 - 9.2	9.2 - 10.7		10.7 - 12.2+	10.7 - 12.2+
6	0.0 - 10.4			10.4 - 10.9+	

BENCH MARKS

No.	Description of Bench Marks	Elevation MLW
1.	Top of S.E corner of marble base of column at S.W. corner of Bank of Crescent City, corner of Central Ave and Prospect st. Crescent City, Fla	46.003
2	Two 10d. copper wire nails driven in top of 6"x6" cap near walkway at SW Corner of Beard & Miller line wharf, Crescent City, Fla	49.27

El. above Mean Lake Level - H.A.P. 1935

46.85